SYDNEY YACHTS

GTS43 03

Owner's manual

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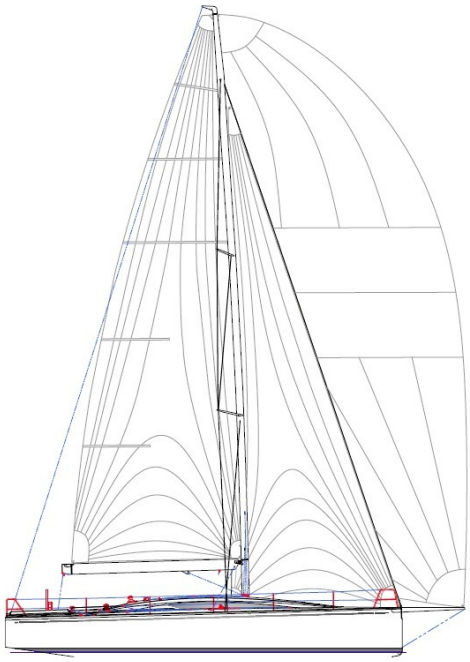
Section 1

INTRODUCTION



INTRODUCTION

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted its systems, and information on its operation and maintenance. Please read it carefully and familiarise yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local training schools or competent instructors.

Be certain that your yacht is equipped with all safety equipment required by your local authority.

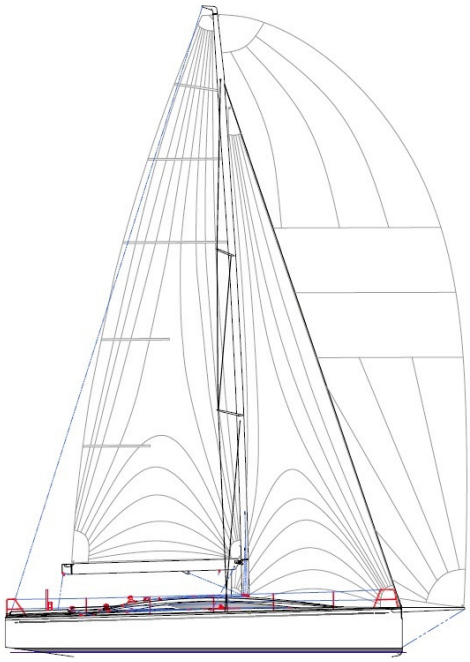
PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

Sydney Yachts reserves the right to change, modify, or replace, or remove or add equipment from either this manual or sales literature without prior notifications or obligations.

This manual is furnished for your benefit, but shall in no way be construed as any sort of warranty or contract, express or implied, creating any obligation on the part of Sydney Yachts with respect to any fact or facts or any advice or options contained herein.

Section 2

HULL IDENTIFICATION



IDENTIFICATION

SYDNEY GTS4303 (HIN No) HULL INDENTIFICATION No. AU-SYDS4303B112

The hull identification number is located in the following positions.

1. Internally on the aft face of the aft bulkhead on the port side.
2. Externally on the transom on the starboard side 50 mm below the sheer.

MANUFACTURER

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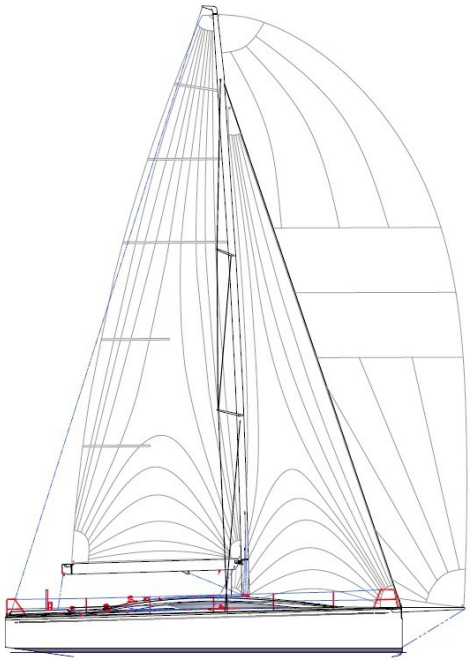
BUILDERS PLATE (BUILDERS NUMBER 4303)

The Builders plate is located at the navigation station bulkhead on the starboard side. The plate contains the following information;

Builder's serial number: 4303
Manufacturer's name: Sydney Yachts
Yacht completion date: 22nd of February 2012

Section 3

DESCRIPTION



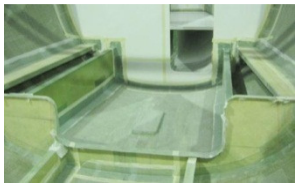
DESCRIPTION

Principal Dimensions

Length Overall	:	13.10 metres
Beam on Deck	:	4.20 metres
Draft	:	2.75 metres
Displacement	:	6950 kg

Hull and Deck Structure

- Hull is laminated with vinyl ester resins using E-Glass unidirectional, biaxial, double bias fabrics with a foam core.
- Deck is laminated with vinyl ester resin, E-Glass and a foam core.
- Exterior of hull and deck is high gloss white isophalic gel coat.
- All secondary bulkheads are vacuum bagged composite.
- Moulded carbon chain plates, stainless steel forestay and Hydraulic backstay

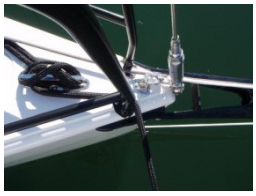


Accommodation

- Exposed moulded surfaces finished with high gloss gel coat.
- Wenge timber trim, to doors and lockers fiddles, finished in Ameron Ultralac 863 (60% gloss) with Wenge laminate surfaces to flat areas.
- Bilge & locker surfaces coated with a matt polyester flow coat.
- Galley is fitted with Origo (2 burner stove with oven) stove (refer to manufactures operating instructions).
- 12 volt refrigeration unit (option) – refer to section 7 equipment manuals if fitted.
- 2 x 100 litre bladder fresh water tanks.
- Two Whale Gusher Urchin manual bilge pumps (1 x above deck, 1 x below deck).
- Hot and Cold Pressure water to galley and head using Glind hot water system. (optional)
- Electrical shower sump pump in head. (optional)
- Jabsco 2000 Marine toilet.

Deck Equipment Hardware

- 2 x Harken two speed 60.2 STA self-tailing, primary winches.
- 2 x Harken two speed 50.2 STA self-tailing Mainsheet winches
- 2 x Harken two speed 46 STQ self-tailing Quattro halyard winches.
- 3/16 inch stainless steel wire lifelines.
- Lewmar anodized aluminum opening front hatch.
- Lewmar flush hatch over toilet and main saloon.
- Custom fabricated stainless steel push pit, pulpit, stanchions, powder coated black,
- Stainless steel stem head fitting
- Spinlock halyard jammers.
- Custom fabricated mast bail for halyards.
- Carbon Fiber Bow sprit



Mechanical and Steering

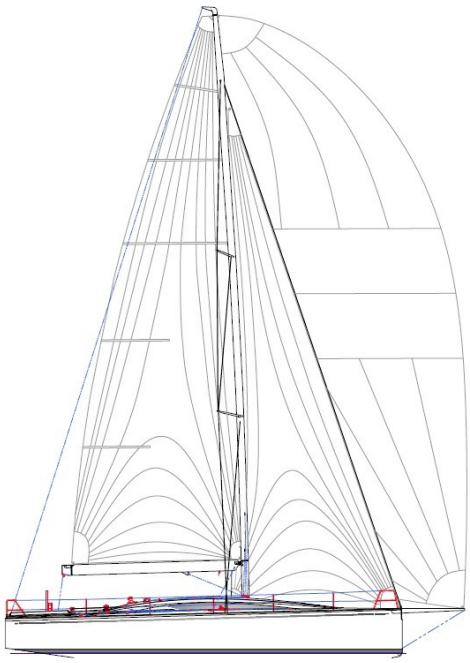
- Yanmar 3JH5E 39 HP 4 cylinder diesel with sail drive and 80 amp alternator.
- Sea water cooling, via heat exchanger in header tank. Circulated sea water discharges into wet exhaust system incorporating a water trap. The seawater and waste gasses are then exhausted through the transom.
- Engine instrument panel with tachometer and alarm for oil pressure and temperature.
- Spinlock flush lever control throttle and gear shift in cockpit.
- Plastic 90 liter fuel tank.
- Fuel filter / water separator.
- 2 blade Gori 18" x 12" LHS folding propeller.
- Carbon Fiber rudder stock.
- Carbon fiber wheels with black painted finish

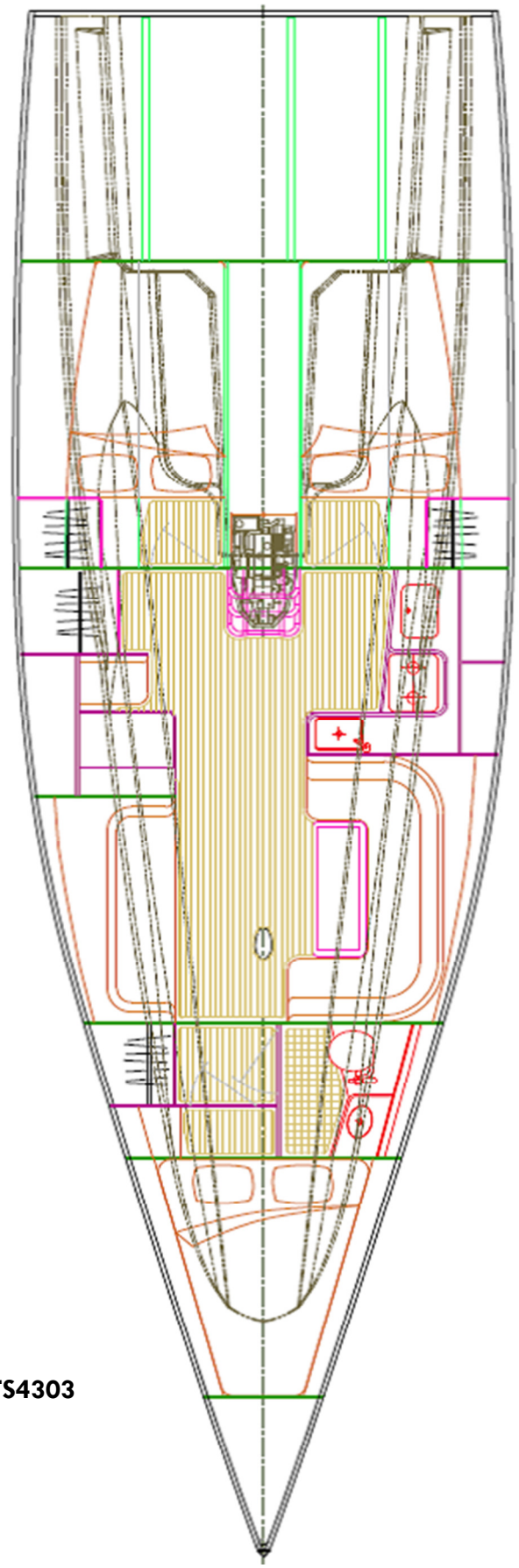
Electrical / Entertainment

- 12 volt DC Electrical system.
- 2 x Maintenance free house batteries 100amp
- 1 x Maintenance free Engine Battery 100amp. (optional)
- 3 x battery switches with Voltage Sensitive Relay.
- Halogen bulkhead lights throughout boat.
- Halogen strip lights in galley and head.
- Red White lights in Navigation area, saloon hanging locker and center machinery area.
- Water pressure pump under galley sink. (optional)
- Shower sump pump under head sink. (optional)
- Fusion AM/FM radio with iPod USB outlet and two internal and two external speakers.
- Icom VHF radio.(Optional in 4303 it is Nexus supplied by the owner)
- 2 x 12 volt outlet in Nav station.
- 240 volt shore power with outlets in galley and Navigation area.(optional)
- 20amp battery charger.(optional)

Section 4

GENERAL ARRANGEMENT

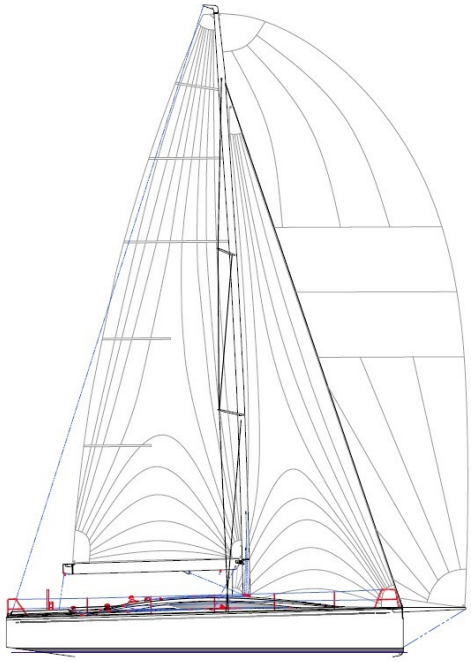




General arrangement GTS4303

Section 5

STEERING SYSTEM



Steering System

- Rope steering cables are required to be tightened on a regular basis by tightening the lashing between the rope and the quadrant. (picture 1)

- Care to be taken to ensure that rope steering cables are checked immediately after each of the first three strong winds that the vessel encounters and thereafter at monthly intervals for a frequently used vessel.

- Regularly examine the rope steering cables for wear and replace immediately if damaged, or if damage is suspected.

- Check all moving components of the steering system monthly.

- Periodically remove the cover on the steering wheel pedestals to expose the top sprocket and chain for observation. Lightly grease the chain and sprocket as required. (picture 2)

- The steering wheel should be removed, at least yearly, from its shaft and greased to prevent corrosion.

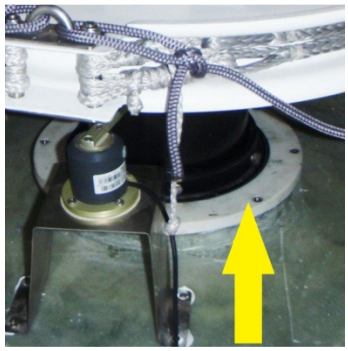
- Check all turning blocks are secure and aligned on a regular basis.

- The rudder bearing should be checked each time the rudder is removed (picture 3 is showing the lower bearing only!). We recommend that the rudder bearings are returned to the rudder bearing manufacturer at regular intervals for checking and maintenance. The rudder bearings are manufactured by Private Parts Pty Ltd, Ph +612 44 22 5722.

- Care should be taken to prevent damage to the rubber O-rings which seal the shaft when re-inserting the rudder. When replacing the rudder, grease the shaft bearing carriers liberally.

picture 1

picture 2

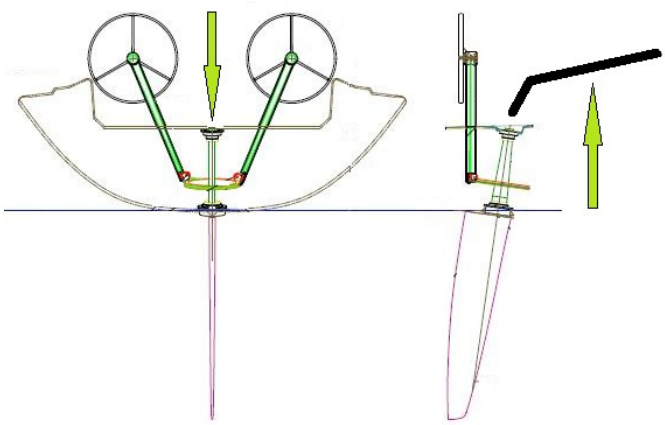

picture 3

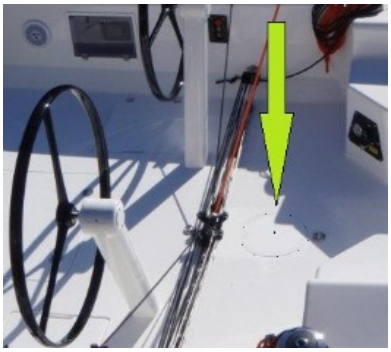
Emergency tiller
Emergence Tiller operation

1. Remove the top glass cover plate over the top rudder bearing.

2. Slot the aluminum emergence tiller into the socket on the top of the rudder stock.

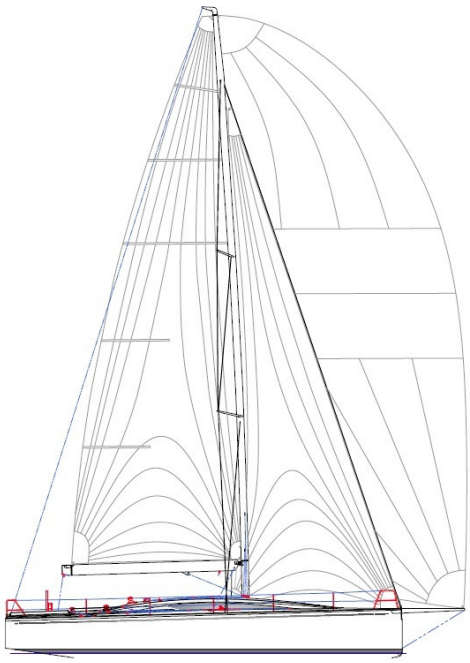
3. Fasten the stainless steel eye bolt that is held in the emergency tiller to the socket in the rudder stock top.(Note the tiller faces aft to avoid the pedestals and wheels)





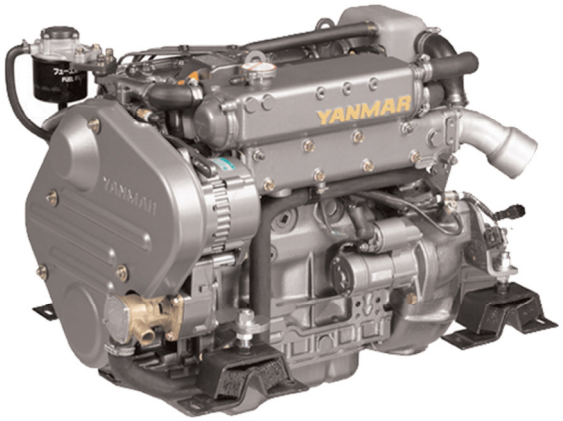
Section 6

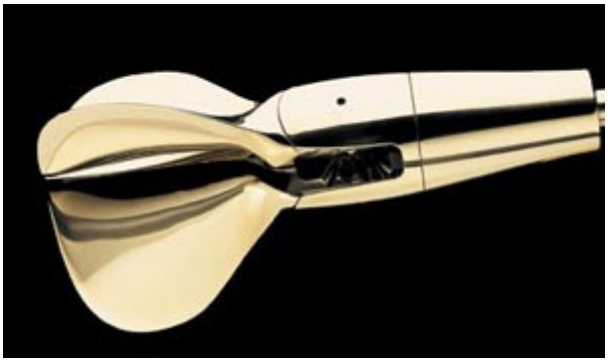
PROPULSION SYSTEMS



PROPULSION SYSTEMS

The Sydney GTS43 is fitted with a Yanmar 3JH5E 39 HP 3 cylinder diesel engine. For all technical information refer to the Yanmar manual attached to this owner's manual. The propeller is a Gori 18 inch x 12 inch 3 Blade sail drive folding type.





ENGINE OPERATION

Pre-start

- Check fuel level.
- Check oil level.
- Check transmission oil level.
- Check coolant level.
- Open fuel shut off valve. (operated through inspection port)
- Ensure that water intake valve, located on saildrive leg, is open.
- Ensure Engine battery switched on. The battery switches are located under the navigation table on the panel. The Engine battery switch is the most outboard switch.

Starting

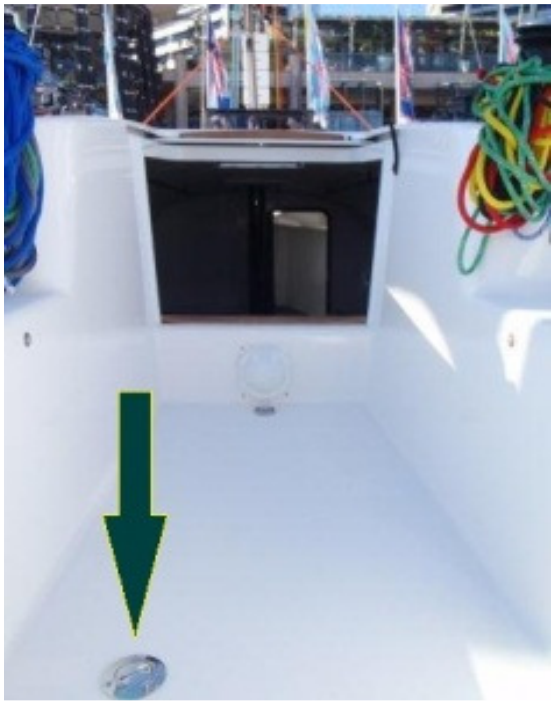
- Ensure that gear lever is in neutral and advance throttle to approximately 25 %.
- Turn key to start and release immediately after starting. The key is located behind the Perspex panel situated on the starboard side of the cockpit adjacent the wheel.
- Check transom exhaust for water flow.
- Check forward and reverse gear with the dock lines attached prior to departure.
- Advance throttle and change gears smoothly.
- Prevent fuel tank from operating near empty to avoid debris intake and air locks.

Stopping

- Place throttle in the idle position.
- Push shut-off button on engine panel until engine stops – the shut-off button is located behind the Perspex panel situated on the starboard side of the cockpit adjacent the wheel.
- When alarm sounds turn the key off.
- Whilst sailing, place the gear lever in the reverse position to prevent the propeller from spinning.

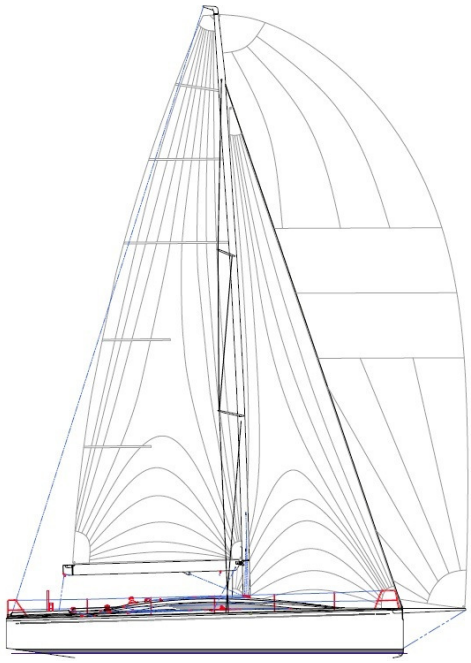
Fuelling

- Secure the yacht correctly to the fuel dock
- Turn off engine and close all ports and hatches.
- Shutdown all electrical equipment and turn the battery switches to the off position.
- Fill with diesel fuel slowly - do not overfill. The filler is located in the cockpit sole.
- Take care to avoid fuel spills and clean up any drips on the decks.



Section 7

SYSTEMS AND CIRCUITS



BILGE SYSTEM

Location
Manual Bilge Pumps are located and are operated from the following locations:

Bilge Pump 1. Is located under the forward cabin hanging locker; Starboard side.

The fixed hose for this pump is located under the hanging locker; access the hose by removing the inspection port. The hose may be led to the area requiring to be pumped out. Please ensure the handle is readily accessible at all times and is kept within easy reach of the pump

Bilge Pump 2. Is located on the port side vertical face of the cockpit down aft behind the Perspex panel. The pump handle socket is concealed under a white plastic flap in the cockpit aft of the engine controls. Please ensure the handle is readily accessible at all times and is kept within easy reach of the pump.

A fixed hose for this pump is routed under the aft compartments from the starboard to port side in the bilge engine compartment where it terminates adjacent to the engine.

Operation
The manual bilge pump is operated by inserting the removable handle into the pump (it is recommended that the handle is secured in a position convenient to the pump) and pumping the handle back and forth, whilst the end of the hose is submersed in the bilge water. Ensure suction inlet end of hose has sufficient clearance to allow bilge water to enter hose.

When bilge water is sufficiently lowered allow several more strokes to clear hose to minimize drain back.

DIESEL FUEL SYSTEM

The Diesel Fuel tank is located on the centre-line aft of the engine.

Location

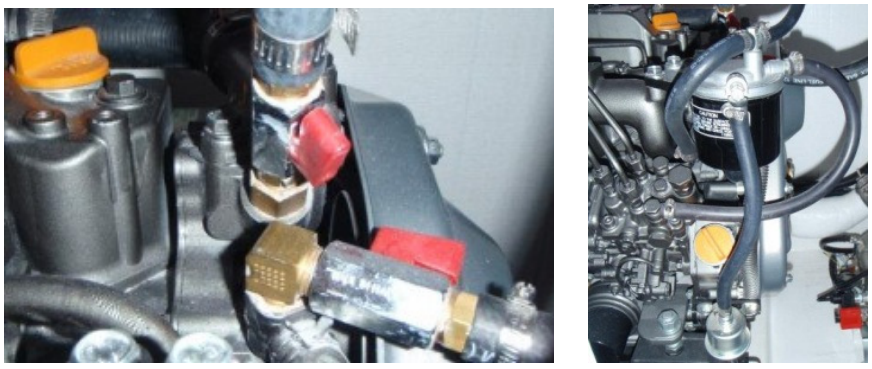
The fuel valve is located behind the engine rear bulkhead on the top of the fuel tank. The fuel tank is aft of the engine/ sail drive unit. The fuel valve can be accessed through a removable panel along the inboard side of the portside quarter berth.

Operation

To open the fuel line, turn the red handle through 90° in the horizontal plane so that the handle is in the same alignment of the valve. When the valve is fully open, the centerline of the handle should rest parallel to the centerline of the fuel line below. Refer figure 2.

Figure 2 Showing fuel tank valve

A Yanmar (strainer/water trap) fuel filter is fitted to engine. This filter provides fuel filtration via a paper filter. For further info please refer to your Yanmar manual.



View showing valves in open position

DRAINS AND WASTES

POSITION AND FUNCTION

Sea cocks

Sea cocks are located as follows:

- Galley Sink Outlet - Seacock located under galley sink.
- Washbasin Sink Outlet - Seacock located in cupboard under washroom sink.
- Head Inlet - Seacock located under forward Vee berth port side. This valve can be accessed under Vee berth top through the bunk access.
- Head Outlet - Seacock located in cupboard under washroom sink. Seacocks only to be operated in locations where restrictions on the discharge of human waste do not apply.

Note: Head is plumbed to discharge directly overboard.

To operate Head – standard installation:

1. Open seacock under Vee-berth on portside to provide seawater inflow to head.
2. Open seacock under basin in head connected to large diameter white flexible hose. Refer figure 6.
3. Push button to flush toilet. Refer figure 7.
4. Close both Seacocks after flush operation is complete.

figure 6. Head outlet seacock and large dia. White flexible hose under basin in head. Refer point 2. Above - handle in closed position.

figure 7. Electric Marine Toilet. Refer point 3 above.

To operate Head – for yachts fitted with optional holding tank;

1. The lever on the diverter valve (positioned under the Vee berth) may be moved by deliberate mechanical means to the direct overboard position only where restrictions do not apply. Note; that direct over board head outlet seacock must be unlocked and opened if direct overboard discharge is to be operated.
2. Open head inlet seacock, located under Vee berth port side.
3. If the bowl is empty move flush control lever on the head to open (flush) position and pump the handle on the head up and down until the flushing pump is primed and water enters the bowl.
4. Then Shut the flush control lever to closed position.
5. After (or during) use pump the handle to empty (or lower) the contents of the bowl
6. When bowl is empty, open the flush control lever and continue to pump until all waste has either left the boat or reached the holding tank (approx 10-15 strokes).
7. Shut the flush control valve and pump until the bowl is empty.
8. Close seacocks.

For further information refer electric toilet operation and maintenance instruction with supplier equipment manuals.

ELECTRICAL SYSTEMS

To Operate System the 12 volt DC System

1. A panel with 3 x battery switches is located under the chart table on the outboard end. From forward to aft the switches are House Battery Switch, Emergency Parallel Switch and Engine Battery Switch.

2. To operate engine, select Engine Battery switch and turn knob clockwise to ON position.
3. To operate house systems; select House Battery switch, or alternatively House and turn knob clockwise to “On” position.
4. If insufficient power is contained in either battery it is possible to link all the batteries by selecting the emergency parallel switch and turn to “On” position if necessary.
5. The circuit panel is located at the navigation station. Switches/circuit breakers for the yachts electrical system are located on this panel. Select the desired circuit and switch to “ON” position. An LED should illuminate.

6. A 12 volt socket outlet has an in line 5 amp fuse (located behind navigation panel) and wired direct. For all engine/sail drive wiring; please refer to the attached Yanmar manual.

Always

- Check battery and charging system condition before going to sea.
- Check engine compartment for fumes prior to engine starting.
- Disconnect and remove the battery when the craft is in winter storage (cold weather areas) or long-term storage.
- Check the function of navigation lights before embarking on night passages and carry replacement bulbs for all navigation lights.

NEVER

- Work on the electrical installation while the system is energised.
- Modify the electrical installation and the relevant drawings.
- Alter or modify the rated current amperage of over current protective devices.
- Install and replace electrical appliances or devices with components exceeding the rated current amperage of the circuit.
- Leave the craft unattended with the electrical system energised, except automatic bilge pump if installed.
- If automatic bilge pump with float switch is installed please refer to appendix for advice.

AC Electrical System – for boats fitted with shore power connection option.
To Operate System

1. Ensure dockside power is switched off.
2. Plug in shore power lead. The Shore power inlet plug is located at the starboard side of the cockpit, aft of the wheel behind the Perspex panel.
3. Turn on dockside power.
4. AC Outlets are located on the forward face of the Navigation station and on the port side on the forward face of galley locker.

Shore power circuit breakers are located under the navigation seat cushion

a) Do not modify the craft's electrical systems or relevant drawings. Any proposed alterations and required maintenance checks should only be performed by a qualified marine electrical technician. Have the system inspected at least biennially by an appropriately qualified person.

b) Disconnect shore-power connections when the system is not in use

c) Use only - double insulated or grounded (earthed) electrical appliances.

WARNING

Do not allow the shore-power cable end to hang in the water.

An electrical field can be caused which can cause injury or death to nearby swimmers.

Sydney Yachts recommends that owners install a Residual Current Device (safety switch) unit at shore power take-off points, to ensure maximum power cable safety.

Check with local port authorities to ascertain whether or not local power supplies are compatible with the vessel's AC electrical system.

WARNING

To minimise shock and fire hazards:

Turn off craft's shore power connection switch before connecting or disconnecting shore-power cable.

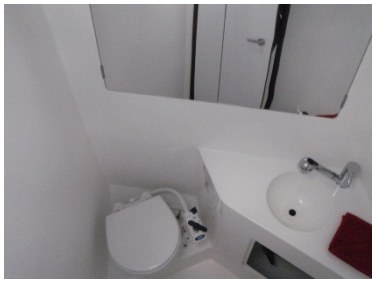
Connect shore-power cable to craft's inlet before connecting to shore power source.

Disconnect shore-power cable at shore-power source first.

Close shore-power inlet cover tightly.

Do not alter shore-power cable connectors, use only compatible connectors.

FRESH WATER SYSTEM



Position and Function

Fresh Water outlets are located at:

- Galley sinks port side interior.
- Washbasin in head; port side forward.

Operation

Standard Fresh Water System:

1. Use foot pump in galley and head –
2. Foot pump activates water flow.
3. F.W tank filler is located under a cushion in the port side & starboard side saloon settees. The port tank has a 100 litre capacity; the starboard tank has 100 litre capacity.

Optional Pressure water

1. An optional pressure pump is fitted under the galley sink and once switched on in the circuit panel. It is then activated by using the flick mixer tap in the galley or head, water will then flow from the tap.

2. An optional shower sump pump is fitted in the head cupboard and is activated by a red rocker switch mounted in the fwd top corner of the vanity face. Once activated the pump pumps the water directly over board.

HYDRUALICS

1. The Hydraulic backstay ram is mounted in the life raft well under a fixed panel.
2. It needs to be regularly inspected and wash down with fresh water.
3. The pump and panel is mounted in the aft face of the port cockpit seat.
4. The reservoir is mounted in the centre Machinery area at the aft end just under the pump and face panel. You should do regular check to ensure the Hydraulic fluid is at the correct level.

emergency stop button on the hydraulic panel

electric hydraulic button

Optional Electric Hydraulic Backstay

1. Additional to above there is an electric pump fitted in the engine bay area this unit also houses the reservoir which needs to be checked regularly to ensure the bottle is full with Hydraulic fluid.
2. There are two switch panels mounted in cockpit adjacent to the steering wheels there are red/green buttons on each side. To operate the pump push green for in and red for out. In case of emergence push the large top **RED** button on the hydraulic panel, as shown above, in order to stop power to the entire system.

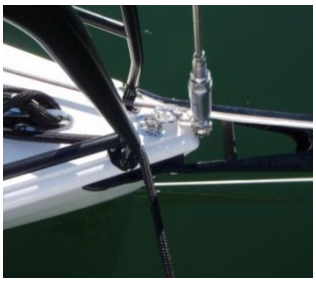
Optional Hinged bow sprit

1. Bow sprit has a Hyfield type lever in the anchor locker to enable you to tension and release the bobstay to enable the bow sprit to be hinged up.

2. To release the lever remove the very aft locking pin. Then rotate the lever fwd, you will notice the bob stay rope is now loose, you can now remove the centre pin which will free the bob stay from the lever. Now with the tack line attached to the end of the bow sprit you can pull it vertical.

3. When locking the bow sprit back down reverse the process ensuring that the lever is fully locked in place.

4. **IF THE BOB STAY IS STILL LOOSE WHEN THE LEVER IS LOCKED IN PLACE YOU WILL NEED TO ADJUST THE BOB STAY LENGTH AT THE OUTBOARD END OF THE BOWPSRIT WHERE THE LASHING IS IN PLACE. NEVER USE THE BOW SPRIT IF THE BOB STAY IS NOT LOCKED DOWN AND TIGHT.**



View showing lever in anchor locker to secure Bobstay

NAVIGATION LIGHTS

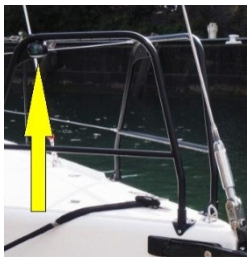
Navigation Lights shall be exhibited from sunset to sunrise and may be exhibited in all other circumstances when it is deemed necessary.

Navigation Lights are illuminated as follows:

1. Turn House battery switch to “ON” position.
2. Select “Navigation Light” switch at circuit panel at navigation station and switch to “ON” position. This switch will illuminate bow light (port and starboard lights) and stern-light.

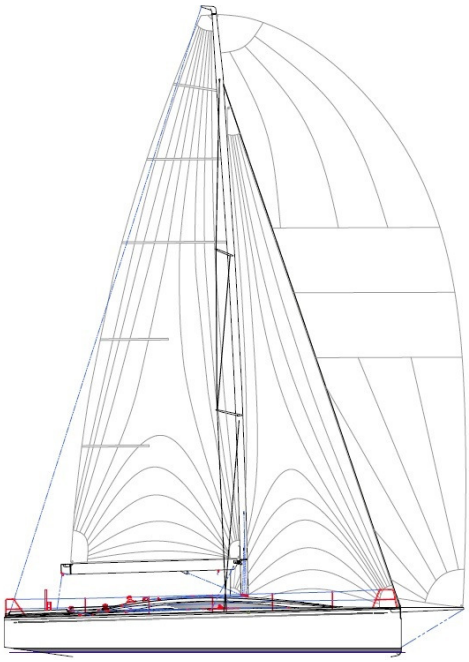
Note that if the yacht is being **power driven** from sunset to sunrise, or at other times when deemed necessary, the masthead light is to be illuminated by selecting the “masthead” light switch on the circuit panel, which is located above the navigation station, and switching it to the “ON” position. Also note that this masthead light is also used as an “Anchor Light”.

We recommend that the owner of the yacht contacts the local authorities, in the area of intended use, to confirm that the navigation light arrangement installed will satisfy all local regulations.



Section 8

EQUIPMENT MANUALS



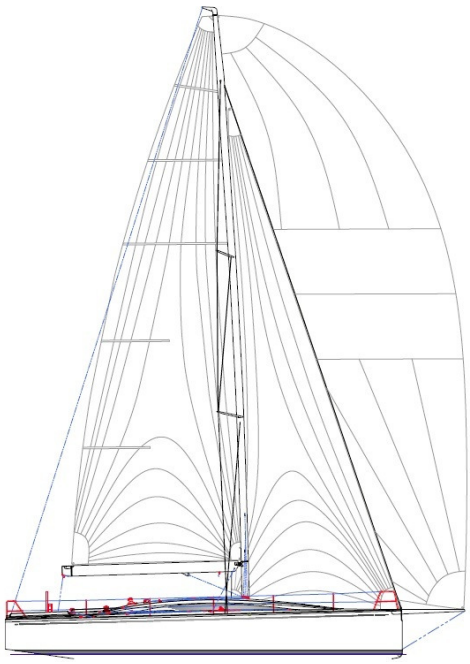
Note:

Manufacturers Operation and Instruction Manuals for all equipment are contained within a separate pouch sent with the yacht.

Please read all information provided to ensure the safe and correct operation of each piece of O.E.M. equipment.

Section 9

GENERAL INFORMATION



GENERAL INFORMATION

1. ANCHORING, MOORING AND TOWING

1. ANCHORING, MOORING AND TOWING

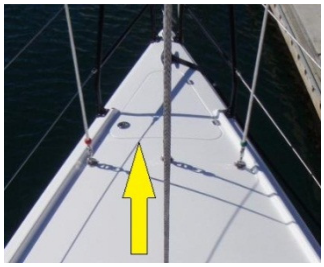
The yacht is supplied with an anchor locker, at the bow, for anchor stowage.

S.S. horn cleats are centre at the forward-most area of the anchor locker and on the after deck to port and starboard, to make fast mooring and anchor lines.

Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed.

A tow line shall always be made fast in such a way that it can be released when under load.

It is the owners / operators responsibility to ensure that all mooring and anchor lines are adequate for the vessels intended use.



CAUTION – NEVER:

- NEVER; fill the fuel tank when the vessel's machinery is running, or the vessel's cooking or heating appliances are in use.
- NEVER; obstruct passage ways to exits and hatches.
- NEVER; obstruct safety controls, eg. fuel valves or electrical system switches
- NEVER; obstruct portable fire extinguishers.
- NEVER; leave the craft unattended when cooking or heating appliances are in use
- NEVER; modify any of the crafts' systems
- NEVER; smoke while handling fuel or gas.

GENERAL INFORMATION

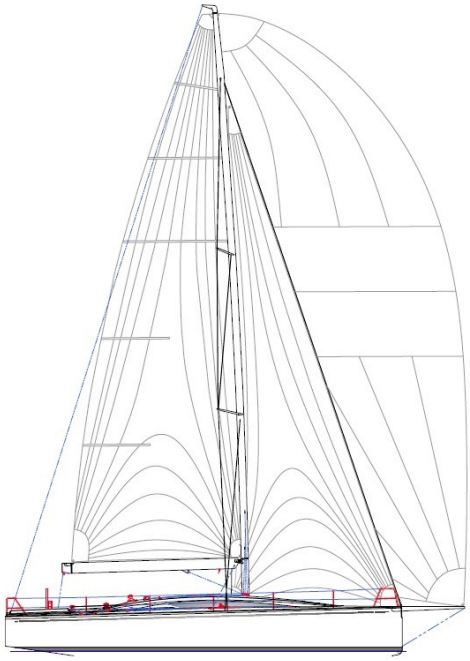
- Keep the bilges clean and check for fuel vapours at regular intervals.

- Do not fit free hanging curtains or other fabrics in the vicinity of, or above, cookers or other open flame devices.

- Combustible material shall not be stowed in the Engine OR Machinery space. If non-combustible materials are stowed in the engine space they shall be secured against falling into, or onto, machinery and shall cause no obstruction to access into, or from, the engine box space.

Section 10

ENVIRONMENTAL CONSIDERATIONS



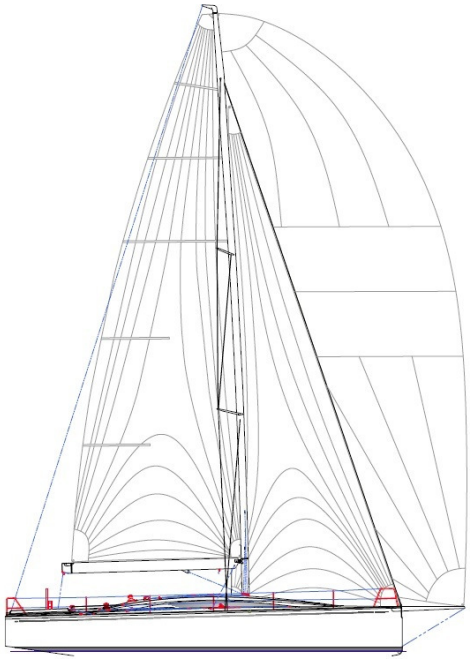
ENVIRONMENTAL CONDITIONS

Ensure you are environmentally aware at all times whilst using or maintaining your yacht;

- Never pump fuel / oil overboard.
- Always mop up all spills and keep in a sealed container.
- Always be aware of your noise levels.
- Always keep an eye open for excessive exhaust emissions.
- Only ever allow painting in a dedicated marine facility by qualified and competent personnel who strictly observe local environmental laws

Section 11

MAINTENANCE



MAINTENANCE

The following maintenance advice should be regarded as a general guideline only. The maintenance program outlined below is the minimum program that the owner should adopt. The maintenance schedule for your yacht should be tailored to suite it's particular usage with reference to such factors as; climate, regularity of usage, expected weather conditions and the type of use. If you are unsure of what would constitute an appropriate maintenance schedule for your boat you should seek advice from Sydney Yachts or a recognized marine consultant.

Running Rigging

- All running rigging should be checked regularly for wear and damage. Replace damaged ropes immediately or have a qualified rigger do any repairs.

- It is advisable to keep all stainless steel clips and snap shackles well lubricated on a frequent basis. A structured program of sheet and halyard replacement should always be observed.

Note: any rope that is replaced should be replaced with a rope that is the same diameter and breaking strain of the OEM rope item.

Deck Hardware

- Regular hosing with fresh water will ensure that deck fittings will maintain excellent condition and give trouble free service.

- All Sydney Yachts are fitted with the highest quality deck hardware and carry the full factory support of their manufacturer.

- On a yearly basis a full service of deck fittings is desirable. This should include a degrease **(check local environment regulations before proceeding)** and wash along with an inspection for worn parts.

- Replace any worn components and lightly lubricate where necessary before re-assembling.

Winches

- Please refer to the service manual. Servicing of any winch should not be undertaken without reference to the service manual and should be undertaken on a regular basis. Minimum twice a year and more frequently for vessel with high usage rates

Mast

- Mast and standing rigging inspections should be undertaken regularly and after racing by the crew, if any defects are to be found then contact a qualified rigger for a thorough inspection. A full rig check by qualified personnel should be carried out every two months and more frequently for high usage vessels.

Steering System

- Rope steering cables are required to be tightened on a regular basis by tightening the lashing between the rope and the quadrant.

- Care to be taken to ensure that rope steering cables are checked immediately after each of the first three strong winds that the vessel encounters and thereafter at monthly intervals for a frequently used vessel.

- Regularly examine the rope steering cables for wear and replace immediately if damaged, or if damage is suspected.

- Check all moving components of the steering system monthly.

- Periodically remove the cover on the steering wheel pedestals to expose the top sprocket and chain for observation. Lightly grease the chain and sprocket as required.

- The steering wheel should be removed, at least yearly, from its shaft and greased to prevent corrosion.

- Check all turning blocks are secure and aligned on a regular basis.

- The rudder bearing should be checked each time the rudder is removed. We recommend that the rudder bearings are returned to the rudder bearing manufacturer at regular intervals for checking & maintenance. The rudder bearings are manufactured by Private Parts Pty Ltd, Ph +612 44 22 5722.

- Care should be taken to prevent damage to the rubber O-rings which seal the shaft when re-inserting the rudder. When replacing the rudder, grease the shaft bearing carriers liberally.

Engine

- Engine Oil – daily checks should be made of oil and fluid levels as a standard procedure. However, an initial oil change is called for after a period of 50 hours, or 12 months, and then every 50 hours, or 12 months thereafter. The gear lube for the sail drive should also have an initial 50 hour or 12 months lube change and then every 100 hours or 12 months there-after.

- As well as the water intake, which passes through the exhaust system, the motor has an internal cooling chamber which is filled with a manufacturer specified coolant additive (please refer to manufacturer's handbook for specification). The "top up" header tank is located on the engine bulkhead next to the fuel filter.
- For further detail on servicing requirements, please refer to the diesel engine manual.

Gel coat

- Exterior – hose with fresh water after using the boat and polish once a year.
- Interior – wipe all surfaces down after use and polish once a year.

Bottom of Yacht

- Clean under side of yacht on a regular basis and antifoul every 6-12 months.

Timber

- Exterior – sand once a year and oil or wax according to coating manufacturer's instructions.
- Interior – wipe down on a regular basis and re-varnish every 1-2 years according to coating manufacturer's instructions.

Bilges

- Should be checked after every race and cleaned and dried out to ensure water and contaminants do not remain in the bilges for extended periods.

Keel

- Check keel every time the yacht is slipped for damage, as the keel is very important to the vessel's performance.
- Regular checks should also be undertaken to the Alloy keel frame; this is a high load area so any movement should be immediately communicated to your local service yard.

Stainless Steel

- Hose with fresh water and dry with a chamois, to polish; use commercially available stainless steel cleaner.
- Touch up black powder coating as required to prevent flaking.

Winter Storage

- Disconnect batteries if the boat is not being used for extended periods.
- Make sure there is no water in the bilges before leaving the boat for an extended period.
- Drain bladder water tanks to avoid water tainting if vessel will not be used for an extended period – refer to bladder tank manufacturer's manual for instructions.
- Drain holding tank (if installed) and fresh water tanks during any storage in adversely cold conditions where icing is prevalent – refer to bladder tank manufacturer's manual for instructions.

Maintenance History

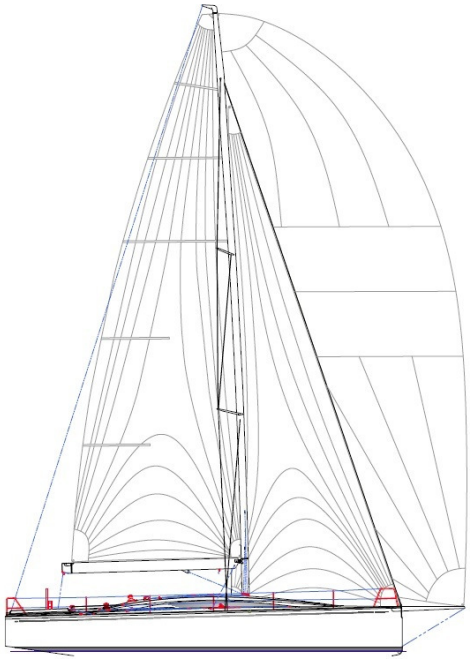
Date	Hours	Action	Comments	Work carried out by:

Maintenance History

Date	Hours	Action	Comments	Work carried out by:

Section 12

WARRANTY



Sydney Yachts Pty Ltd Standard Sole and Limited Warranty For Sydney Yachts

This document sets out the sole and limited warranty, which Sydney Yacht Pty Limited is giving you in connection with the Sydney Yacht which you are acquiring.

A. BASIC WARRANTY. Sydney Yachts warrants that the Yacht (except for Excluded Items) and when properly used, will be free of defects in material and workmanship for a period of twelve (12) months from delivery of the Yacht to you. If you sell the Yacht during this period, your buyer may receive the benefit of the balance of the warranty by agreeing to be bound by its terms.

B. EXTENDED WARRANTY FOR STRUCTURE. In addition to the foregoing warranty, Sydney Yachts warrants that the stringer systems, structural bulkheads and glass laminates of the Yacht (except for Excluded Items) and when the Yacht is properly used, will be free of defects in material and workmanship for a period of twenty four (24) months from delivery. This warranty may be transferred to your buyer in the same manner as the Basic Warranty.

C. EXTENDED WARRANTY AGAINST OSMOTIC BLISTERING. In addition to the foregoing warranties, Sydney Yachts warrants that gel coat surfaces of the Yacht below the waterline will not blister when the Yacht is properly used for a period of thirty six (36) months from delivery. This warranty may be transferred to your buyer in the same manner as the Basic Warranty.

D. EXCLUDED ITEMS. Sydney Yachts gives no warranty as to:

(i) Exterior wood, wood finishes, chrome plating, anodized or painted finishes or underwater surface coatings.

(ii) Engines, pumps, batteries, heating, plumbing, refrigerators, electronic components or other components manufactured other than by the Builder, but shall pass on supplier warranties where available and applicable.

(iii) All items not installed or supplied by the Builder or altered after their installation.

E. PROPER USE IN A "SEAMAN LIKE" MANNNER. The Basic Warranty, Extended Warranty for Structure and the Extended Warranty against Osmotic Blistering are expressly conditioned upon your proper use of the Yacht in a "seaman like" manner. This means that you must use the Yacht as a pleasure craft and perform maintenance to the Yacht. This warranty covers the yacht in a charter operation where it is chartered by a third party and used as a pleasure craft. This warranty is void if the vessel has ever been engaged in a use other than for which it is intended and designed.

F. WARRANTY CLAIM. In order to make a claim under the Basic Warranty, Extended Warranty for Structure and the Extended Warranty against Osmotic Blistering, you must do the following:

(i) Report the defect to the Sydney Yachts within thirty (30) days of discovering it. The report must identify the Yacht;

(ii) Make the Yacht available for inspection at a time and location as requested by Sydney Yachts.

(iii) Make the Yacht available for repairs (if required) at a time and location as required by Sydney Yachts.

G. REPAIR OR REPLACEMENT. Sydney Yachts shall perform its obligations under the Basic Warranty, Extended Warranty for Structure and Extended Warranty against Osmotic Blistering by, at its option, repairing or replacing (at Sydney Yachts expense) the defective part or component. Parts or components replaced will become the property of the Sydney Yachts.
The replacement of components or parts will be further warranted for a period of twelve (12) months.

H. CONSEQUENTIAL LOSS. Sydney Yachts shall not be responsible for consequential or indirect costs or charges in any way associated with its repair, replacement or making good any claim for warranty or of any defect.

-End-